

Annual Science Conference

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issues of development in more than 120 presentations over the three-day session.

In an afternoon land use policy and resource management session, Brian Tuck, economist for the Federal State Land-Use Planning Commission said "we have a machine in motion now which is capable of producing future economic growth." The key is the control of the machine and the necessity is to make values and choices explicit immediately. He predicted that Alaska will survive the d-2

lands issue "very well."

G. Matz of the Fairbanks Environmental Center spoke on the differences between self-sufficiency and independence in terms of environmentalists' goals and Chuck Koningsberg, former political science professor, delivered an eloquent vision of how Alaskans must face the "complexity of the whole" by "revising political constitutions with a constitution of culture."

Emphasizing the quality of life, Koningsberg said, "we must hold the line in most sectors

of activity until we know how to do it better," a view he and others contrasted to the recent statement by Teamster boss Jesse Carr.

In a discussion of socio-cultural impacts, Dr. Gary Stein, working with the National Park Service on d-2 and 14-h lands, said that determining the significance of historic sites is the first step in the new field of cultural resource management in Alaska. He also stated that in that determination, native influence has wrongly taken a

back seat in the past.

The influence of a new public radio station on the 40 bush villages served by KDLG in Dillingham was the subject of a presentation by former General Manager L. Lutchansky.

He cited many provocative effects of the station, such as giving a new unified identity to the area, increasing tourism between villages, reviving an interest in the native dialects of the area, and giving the people more political clout around the state.

A complex proposal for studying the influence of broad-

cast television on a new audience was another topic outlined by its three researchers from the University of Alaska who hope to begin their first-of-a-kind research in bush villages next month.

Closing the session, L. L. Naylor of the Institute of Arctic Biology, summed up what was implicit in Hopson's and Martin's introductions and an undercurrent of the entire conference: we seem to know little about the socio-cultural effects of development, and these are perhaps the most important.



THE TANANA RIVER crossing for the trans-Alaska pipeline, about 75 miles south of Fairbanks, is a specially designed suspension structure. Between the bridge's twin towers, each 170 feet high, the pipeline spans 1,200 feet.

ALYESKA PIPELINE SERVICE COMPANY

LEGAL NOTICE

INVITATION FOR BIDS STATE OF ALASKA DEPARTMENT OF HIGHWAYS

Sealed bids in single copy for furnishing all labor, materials and equipment, and performing all work on Project OS-1(001), Klatt road described herein will be received until 2:00 p.m. prevailing time, August 26, 1976 in the Commissioner's Office, Department of Highways, Island Center Building, Douglas, Alaska.

This project will consist of grading, drainage, and hot asphalt pavement on 1.4 miles of roadway.

Principal items of work consist of the following: 26,000 cubic yards of unclassified excavation; 35,600 tons of borrow (selected material); 10,394 tons of crushed aggregate base, grading "C"; 5,411 tons of hot asphalt pavement, Class I; 1,292 linear feet of 15 inch pipe conduit; asphalt railroad crossing (36' wide), lump sum, all required; highway lighting system, lump sum, all required; painted traffic markings, lump sum, all required.

In accordance with requirements set forth by the "Federal Highway Administration," the following provisions are made a part of all advertisements for highway construction contracts:

"bidders must submit certifications stating whether or not they intend to

subcontract a portion of the work and, if so, that they have taken affirmative action to seek out and consider minority business enterprises as potential subcontractors. Each bidder intending to sublet part of the contract work shall make contact with potential minority business enterprise subcontractors to affirmatively solicit their interest, capability and prices, and shall document the results to such contacts. A bidder's failure to submit this certification or submission of a false certification shall render his bid nonresponsive."

Certification form (14-60) and a Directory of Minority Business Enterprises will be included with the bidding documents.

Plans and specifications may be obtained by all who have a bona fide need for them for bidding purposes from the Chief Road Design Engineer, P. O. Box 1467, Juneau, Alaska at a charge of \$10.00 (non-refundable) for each assembly. Checks or money orders should be made payable to: State of Alaska, Department of Highways. Plans may be examined at Department of Highway Offices in Anchorage, Fairbanks, Valdez.

H. D. Scougal
Acting Commissioner of Highways

Pub: August 4, 11, & 18, 1976

LEGAL NOTICE

INVITATION FOR BIDS STATE OF ALASKA DEPARTMENT OF HIGHWAYS

Sealed bids in single copy for furnishing all labor, materials and equipment, and performing all work on Project OS-1(002), OS-1(006), & OS-1(010), Beaver Loop, Central Peninsula Hospital Road, and Homesite Loop described herein, will be received until 2:00 p.m. prevailing time, August 26, 1976 in the Commissioner's Office, Department of Highways, Island Center Building, Douglas, Alaska.

This project will consist of grading, drainage, and hot asphalt pavement on 6.2 miles of off-system roadways (three locations), near Kenai, Alaska.

Principal items of work consist of the following: 105,000 tons of selected material; 27,000 tons of aggregate base, grading "C"; 11,000 tons of Class I, hot asphalt pavement; 700 tons of AC-5 Asphalt cement; 2,600 linear feet of 15 inch pipe conduit; highway illuminations at two (2) intersections and painted traffic markings, lump sum, all required; and miscellaneous items of work.

All work shall be completed in 175 calendar days.

In accordance with requirements set forth by the "Federal Highway Administration," the following provisions are made a part of all advertisements for highway construction contracts:

"bidders must submit certifications stating whether or not they intend to subcontract a portion of the work and, if so, that they have taken affirmative action to seek out and consider minority business enterprises as potential subcontractors. Each bidder intending to sublet part of the contract work shall make contact with potential minority business enterprise subcontractors to affirmatively solicit their interest, capability and prices, and shall document the results to such contacts. A bidder's failure to submit this certification or submission of a false certification shall render his bid nonresponsive."

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NOTICE TO ALL PILOTS

Blasting hazards along pipeline right-of-way.

Blasting along many portions of the trans-Alaska pipeline presents severe hazards to low-flying aircraft. In particular, low level flights through the mountain passes or across the Valdez terminal site should be avoided, since these are areas where heavy blasting activity is scheduled. To avoid possible flying debris, pilots should maintain a minimum altitude of 1,500 feet above ground level, or a lateral distance of one mile from the right of way.

For specific blasting information, pilots may contact an FAA flight service station, or Alyeska Advisory Stations, on 122.9 MHZ, at Sheep Creek, Tonsina, Glennallen, Sourdough, Isabel, Delta, Livengood, Five Mile, Old Man, Prospect, Coldfoot, Dietrich, Chandalar, Atigun, Galbraith, Happy Valley and Franklin Bluffs Camps.

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